A MEDIALVAL MYSTREMAINT THERESA OF AVILA. By Mrs. Bradley Gilman. 16mo, pp. 203. Boston: Roberts Brothers.
No series of biographies of famous women would be
complete if it did not include a life of Saint Theresa (or her Teresa), but there are few writers capable of ng justice to the subject, and among those few we egret that it is impossible to number Mrs. Bradley Gilan. The methods employed by her appear to us to singularly and fatally infelicitous. Her task being deal with a character in which mysticism was the nant influence, she seems to have labored to put out of sight as far as possible. With an evident ire to achieve a thoroughly sane narrative, and one accord with the standards of the present day, she either ignored as mere mythical and legendary with the whole of that curious wealth of tradition which, whatever judgment may be passed upon it as matter of fact, is of vital importance in helping us to lization of the general condition of the age in ich Teresa lived. Mrs. Gilman having thus stripped ine of every claim upon either the interest of lectualism and the veneration of pure faith nds her to the admiration of a sceptical and realist nineteenth century public upon no better nds than that she showed considerable persistence d energy in a kind of work which most people toeither useless or mischievous; that is to the establishment of convents in which women should torture themselves by ascetic discipline. liman attempts to palliate the obviously unfavorable nferences of her sketch by observing that the Spanish en of secular life in the sixteenth century were little better than slaves. No doubt this is true enough, what relief from slavery could women find in the practice of the strict Carmelite rule revived by Saint The truth is that the life of the famous Spanish

maint as presented in this volume is anything but attractive, and a reader who had no further knowledge of her than may be derived from Mrs. Gilman's pages might well be puzzled at the extent and character of her reputation. Briefly summarized, this is how she is made to appear: A giddy, worldly, pretty girl, her havior when very young was so wild and imprudent hat her father put her in a convent to have the non nse taken out of her. After a time, during which a loathed the convent discipline and life altogether, was converted, but had many backslidings both efore and after her public profession. Much against ser father's will she took the veil in the Carmelite Convent of the Incarnation, and there she lived twenty years before she became really reconciled to conventual life, and before she became truly religious. Now in rder to understand what this long virtual novitiate meant, Mrs. Gilman should have given a study of conventual life in the sixteenth century. The terials are abundant. There is no difficulty in obaining access to them, and such a picture is necessary fact, the corruption of the Spanish Church at this eriod was something very different from what it is ented here. One might suppose from Mrs. Gilman's statements that nothing worse than frivolity chargeable against the nuns and the priests. The ase was really much darker. The efforts of such men as John of the Cross and Peter of Alcantara were not stimulated by mere venial sins among the religious.

These reformers knew, as Luther knew, the nature and extent of the corruption with which the Church in all Theresa was many years in purging herself of that

love of worldly amusements which was grounded deep in her nature. What changed her finally was the force and vividness of her imagination. There never was a mystic without a strong imagination, which is capacity to realize, subjectively or objectively, by interior or external vision, those religious aspirations which in all such cases tend inevitably toward form and color and picturesque or dramatic arrangement. Teresa was very ignorant. Her m quite uncultivated. Her imagination, therefore, was dent upon conventional conceptions of the supernatural and the divine, and her faith was robust. Had she not been curbed and held back by her spiritual directors, who could not agree as to whether her have burgeoned forth exuberantly. As it was, she was taught to mistrust them, and eventually came to put no reliance upon them at all; indeed, as she was well launched upon the practical business of her life, they left her altogether, as seems perfectly natural to the modern mind. But Theresa's as the secular world is concerned, little, or not at all, upon her labors in founding convents and monasteries. All this, according to the spirit of the present age, was nerely misdirected and wasted energy. It is in There rn interest centres; and even here it is per quite as much the gift of expression,—the style, is to say,—which attracts and charms the reader as the matter, a large proportion of which always be "caviare to the general."

in her life and lefters this strongly emotional and often hysterical woman revealed her inmost self with curious candor and fidelity. Now, all true self-revelaand the most difficult thing to learn is the heart of his fellow. It is not a normal condition that we find exhibited in Saint Theresa, and very certainly it is frequently a morbid condition. But if hibited in Saint Theresa, and very certainly it is frequently a morbid condition. But its analysts is facilitated by the frank detail of the recapitulation, and the gennineness of the aspiration which breathes through the record imparts to it an odor of purity and of sanctity. To know her at all it is absolutely indisanctive. pensable to read some of her works, and especially the autobiography. The dispassionate student of the science of religion will recognize in all her composions the characteristics which distingushed mystical sential unity of origin, no matter in what Church ft appears. It is to the want of an adequate treatment of this dominant phase of her life that the defectiveness of Mrs. Gilman's biography of Saint Theresa is due. If we wish to understand such a character we must study it in its own peculiar habitat, we must endeavor to inform ourselves with the spirit of the age to which it belonged, and we must, for the time being, so far enlarge our receptive capacity as to be able to per how, three hundred years ago, people accepted seriously many beliefs which appear to us too puerile to be examined. Taken thus, a very interesting life of Saint Theresa could be written, but we are compelled to say that the work still remains unaccom-

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CONTENTS.

December 26th, 1889.

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Poems by ELIZABETH STUART PHELPS, CHARLES F, DEEMS, A. MARY F, ROBINSON, MARY H, LEONARD and MARY MATHEWS BARNES. ARTICLES:
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The American Institute of Sacred Literature. Prof.
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Ev. C. W. RISBIELL, A. M.
Baptist Progress in Mexico. Rev. W. D. POWELL.
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The Silver Question. LOGAN C. MURRAY.
A Turkey Raffle. HERBERT D. WARD.
A Story for the First Sunday in January. EDWARD
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Game. OLIVE CHESNEY.
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FOR PHILADELPHIA.

5 press trains leave as notices.

6 :15, 6 :20, 7 :20, 8 :00, 8 :30, 9 (10 Chicago Limited, with Dinting Car and 10 :10 Washington Limited, and 11 :10 a. m., 12 :20, 1 :00, 2 :10, 3 :00, 3 :30, 4 :50, 4 :50, 5 :00, 6 :00, 6 :30, 8 :00, and 9 :00 p. m. and 12 :15 night. Accommodation, 11 :10 a. m., 4 :40, and 7 :00 p. m. Sundays, Express, 4 :00, 6 :15, 8 :30, 9 :30, 10 Limited), and 10 a. m., 2 :00, 3 :30, 4, 4 :30, 5 (30, 8 and 9 p. m., and 12 :15 night. Accommodation, 7 :00 p. m. and 12 :15 night. Accommodation, 7 :00 p. m. and 12 :15 night. Accommodation, 7 :00 p. m., and 10 a. m., and 10 a. m. and 6 :30 p. m., and 10 a. m. and 6 :30 p. m. on Sundays, connect at Trenton for Camden.

Canden
Timber Offices, Nos. 1, 435, 849, and 944 Broadway, 1
for House and foot of Desbrosses and Cortlandt aca,
Court-st, and Brooklyn Annex Station, foot of FultonBrooklyn: 75 Hudson-st, Hoboken; Station, Jersey
y; Emigrant Ticket Office, Castie Garden,
The New-York Transfer Company will call for and
eck baggage from hotels and residences.
CHAS. E. PUGH.
General Manager.
General Pass'r Agent.

THE PETROLEUM MARKET.

NEWS FROM THE FIELD AND RANGE OF PRICES The record of trading at the New-York exchanges in the line of crude oil certificates was unusually large for the day preceding Christmas, especially as there was some interruption from the festivities which stopped any attempt to do business for some time. The field news was not important and the declining tendency of values was enjoyed only at the expense of holders. Prices went to \$1.02, but the market was without significance.

Stock Exchange, consolidation of the consolidation

THE STATE OF TRADE.

winter wheat, patent, \$1,00 as, \$90; spring do do, \$5a, \$5,25; do do straight, \$4,25a \$4,75; do do straight, \$4,25a \$4,2

LARD, PER 100 B. 5 85 5 924 6 02½ 6 02½ 6 05 SHORT RIES, PER 100 m. January ... 4 70 March ... 5 77 2 4 80 4 75 May ... 5 90

12.000 hush; cats, 11.000 hush; corn, 12.000 hush; cats, 11.000 hush; also, 11.000 hush.

St. Louis, Dec. 23.—Flour nominally unchanged. Wheat lower. The market was dull throughout and closed by the below vesterlay. No 2 red cash, 77%c; December, 77%c; closed 37%c asked; July, 77%c, 77%c; December, 77%c, closed 37%c asked; July, 77%c, 77%c; December, 25%c, closed 25%c bid; January, 25%g25%c; December, 25%c, closed 25%c bid; January, 25%g25%c; December, 25%c, closed 25%c bid; January, 25%g25%c; December, 25%c, closed 25%c bid; March, 27g2kc, closed 27%bid; May, 22%c, Ryc.—No 27ks, closed 27%c, closed 27%c bid; May, 22%c, Ryc.—No 27ks, closed 27%c bid; May, 22%c, Ryc.—No 28ks bid; May, 25%c, March, 27%c, Closed 27%c bid; May, 25%c, Bid; M

## THE ONLY SOLID TRAIN ROUTE

DINING CAR THROUGH TO CHICAGO. ALL SOLID EXPRESS TRAINS NO EXTRA CHARGE FOR FAST TIME.

HARD COAL ENGINES.

Trains leave station foot of Chambers-at, at hours named below, and foot of West 23d-st live minutes earlier. THE WESTERN DAY EXPRESS.

9:00 A. M. every day. The perfect principal points in the West and tanda. Fullim Parior Car to Burglandon, Elmira, Rochester, for principal points in the West and tanda. Fullim Parior Car to Burgla.

3:00 P. M. every day. The Car on this train is new and has the vestibuled pictories, making a camplete vestibuled train of bag and day, sleeping and dining cars—a solid Fundal from New York, via Salamira, Marion, Mediville and Youngstown to Calcago, All classes of passengers carried through without change. Vestibuled Sleeping Cars New York to Civelinate advantage not offered by any other line, Pullman Vestibuled Sleeping Cars New-York to Civelinate and Marior Vestibules.

PHILADELPHIA to WASHINGTON, CHICAGO, CINCINNATI, ST. LOUIS, AND ALL POINTS WEST.

Leave NEW YORK, foot of Liberty-st., as follows:
For CHICAGO, 3:20 pf m, 12:15 a. m.
For CHICAGO, 3:20 pf m, 12:15 a. m.
For WASHINGTON, BALTIMORE, 8:30 a. m., 5:00 p. m.
For WASHINGTON, BALTIMORE, 8:30 a. m., 11:00
a. m., 2:00 p. m., 3:20 p. m. 5:00 p. m, 12:15 a. m. All
trains daily except 11 a. m. Sunday.
For teacts and Pullman car space call at B. & O. Ticket
Offices, 21, 261, 415, and 1,140 Broadway, or at Station,
foot of Liberty-st.
New-York Transfer Company will call for and check
baggage Irom hotel or residence.
LT ODELL.

Railroads.

### NEW YORK CENTRAL

HUDSON RIVER RAILROAD.

Great Four-Track Trunk Line

Selected by the Government, in connection with the Lake Shore & Michigan Southern R'y, as the "ROUTE OF THE FAST MAIL." With the Lake Shore it also forms the route of the Famous Wagner Vestibule

"New York & Chicago Limited."

THE WESTERN DAY EXPRESS.

111:50 A. M., Day Express to Buffalo, Niagars Falls,
Toronto, Cleveland, Cinetnnati, Indianapolis, Detroit and
Chicago, Wagner Drawinic-room care to Syracture.
Wagner sleeping car Syracture to Cleveland, Detroit and
Chicago, Tay Vorit to Albany.

3:30 P. M. Albany, Troy and bites Special, with Wagner
Many, Troy and bites Special, with Wagner
3:35 P. M. Accommodation to Albany and Troy.

3:55 P. M. Accommodation to Albany and Troy.
Detroits on Fitchburg R. R. Wagner drawing-room car
New-York to Albany

16:00 P. M., Fast Chicago, Cincinnati and St. Louis Express for Buffalo, Niagara Falls, Suspension Bridge, Toronto, Cleveland, Cincinnati, Indianapolis, St. Louis, Detroit and Chicago, with through Wagner vestibule sleeping and dining cars. ADIRONDACK MOUNTAINS AND MONTREAL.

\*16:30 P. M., Adirondack Mountain, Montresi and Canandaigua Express. Wagner sleeping cars daily to Plattsburg; also to Montreal, via Rouse's Point, and via St. Albans, and to Syracuse and Canandaigua daily, except Sundays.

9:00 P. M., Fast Mail (Limited), arrives at Rochester at 7:40 a. m., Buffalo 9:35 a. m., and Cleveland 1:25 p. m.

FAST N1(iHT EXPRESS FOR THE WEST.

FAST MIGHT EXPRESS FOR THE WEST.

'110:00 P. M., Fast Night Express for Rochester, Buffalo, Niagara Fails, Toronto, Cleveland, Cincinnati, St. Louis, Detroit and Chicago, with through Wagner sleeping cars daily. Sleeping cars to Ogdensburg, via Utica and Morristown, daily except Saturdays, and to Canandalcus on Sundays only.

12:00 MIDNIGHT, For National and Adirondack Mountains. Wagner sleeping-cars to Albany, Connects at Albany with trains for the North and West. There is no connection at Albany with this train leaving New-York Saturday night. BERKSHIRE HILLS, VIA HARLEM DIVISION.

10:35 A. M., Fittsheid and North Adams Express, with wagner drawing-room car through to Pittsheld without

OT OF LIBERTY-ST., NORTH RIVER, Time Table of November 10, 1889, m. for Easton, Bethlohem, A.lentown, likesbarre and Scranton, Reading, Harri Chunk, Wilkesbarre and Scranton, Reading, Harrisburg.

7:00 a. m. for Flemington, Easton, Bethlehem, Allentown and Mauch Chunk.

8:45 a. m. for Lake Hepatcong, Easton, Bethlehem, Allentown, Manch Chunk, Wilkesbarre, Scranton, Reading, Harrisburg, Pottsville, Tamaqua, Shamokin, Sunbury, Lewisburg, Williamsport.

1:00 p. m. for Flemington, Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, Pottsville, etc.

3:45 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Scranton, Tamaqua, Shamokin,

4:30 p. m. for Flemington, Lake Hopatcong, Easton,

5:30 p. m. for Somerville and Flemington.

5:45 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, etc. On Sundays at 5:30 p. m. 5:00 a. m. Sindays, for Easton, Bethlehem, Allentown and Mauch Chunk.

1:00 p. m. Sundays, for Easton, Bethlehem, Allentown, Mauch Chunk, and Pottsville.

For Red Bank, Long Branch, Asbury Park, Ocean Grove and Point Pleasant, 4:30, 8:15, 11:15 a. m., 1:00, 4:20 p. m. Sunday trains do not stop at Ocean Grove or Asbury Park.

For Mommouth Beach, Scabright, etc., at 4:30, 8:15, 11:15 a. m., 1:00, 4:20 p. m.

For Alantie Highlands, via Matawan and Keyport, Easton, Matawan and Keyport, Asbury Park.

For Monmouth Beach, Scabright, etc., at 4:30, 8:15,
11:15 a. m., 1:00, 4:20 p. m.

For Atlantic Highlands, via Matawan and Keyport,
4:30, 8:15 a. m., 1:00, 4:45, 5:30 p. m. Sundays. 15 a. m., 1:00, 4:45, 3:30 p. m. Sandays m., 4:00 p. m. ikewood, 4:30, 8:15 a. m., 1:00, 4:20, 4:45 p. m. oms River and Barnegat, 4:30, 8:15 a. m., 1:00, Atlantic City, Vineland and Bridgeton, 4:30 a. m.

a. m., 4 p. m. SHORTEST AND QUICKEST ROUTE FOR PHILADELPHIA, BALTIMORE AND WASHINGTON. BOUND BROOK ROUTE, ral R. R. of New-Jersey, Philadelphia and Reading d Baltimore and Ohio R. R., leave foot of Liberty-R., and Baltimore and Onto 4. S. 30, 11:00 a.m., 1:30, N. R. Por Philadelphia, at 4:00, 7:45, 8:30, 11:00 a.m., 1:30, 00, 3:20, 4:00, 5:00, 6:00, 7:30 p. m., 12:15 night NDAYS, 8:30, 9:30 a. m., 2:00, 3:20, 5:00, 6:00 p. m. SUNDAYS, 8:30, 9:30 a. m., 2:00, 3:20, 5:00, 6:00 p. m., 12:15 night.
For Baltimore and Washington daily at 8:30, 11:00 (except Sunday) a. m., 2:00, 3:20, 5:00 p. m., 12:15 night.
Trains leaving at 7:45, 11:00 a. m., 1:30, 4:00, 5:00, 7:30 p. m., 12:15 night, have connection for Reading, Harrisburg, Pottayille, &c.
Tickets and Parior Car seats can be procured at 71, 261, 415, 944, 1.140, 1.323 Broadway, 737 6th-ave., 264 West
125th-at., 134 Fast 125th-st., New-Vork; 4 Court-st., 360
Fulton-st., 98 Broadway, Brooklyn.
New-York Transfer Company will call for and check baggage from hotel or residence.

WEST SHORE RAILROAD, N. Y. C. & station, New-York, as follows, and fifteen minutes earlier from foot of Jay-st., N. R. Chicago, Detroit, London, Hamilton, "9:55 a.m., "5:15, 8:15 p. m. St. Louis, "5:15, 8:15 p. m. Toronto, 19:35 a.m., 15:15, 8:15 p. m. Ningara, Falls, Syracuse, Urlea and principal intermediate stations, 2:15, "9:55 a.m., 5:15, 8:15 p. m. Ningara, Falls, Syracuse, Urlea and principal intermediate stations, 2:15, "9:55 a.m., 5:15, 8:15 p. m. Ningara, Falls, Syracuse, Urlea and principal intermediate stations, 2:15, "9:55 a.m., 5:15, 8:15 p. m. Ningara, 5:15, "9:55 a.m., 5:15, 8:15 p. m. Ningara, 2:15, "9:55 a.m., 8:15 p. m. Newburg, 10:15 a.m., 1:15, 4:30, 5:35, 8:15 p. m. Newburg, 10:15 a.m., 1:15, 4:30, 5:35, 8:45 p. m. Elegant Sleeping Cars for Buffalo, Ningara, Palls, Toronto, Detroit, Chicago and St. Louis, "Daily the Daily except Saturdays, Other trains daily except Sundays, (a.s.) Leave Jeresy Usby W.R. R. K. Sarion, all 1:26 a.m., 83:46 p. m.; Hoper teckets, time-tables of information, apply at offices Brooklyn-333 Washington-8t, 726 Fulton-8t, Annex Office foot of Fulton-3t, New York City-1, 271, 363, 785 and foot of Fulton-3t, New York City-1, 271, 363, 785 and foot of Jay-si. N. R. Westcott's Express cells for and foot of Jay-si. N. R. Westcott's Express cells for and foot of Jay-si. N. R. Westcott's Express cells for and foot of Jay-si. Passenger Agent, 5 Vanderbilt-ave, N. Y.

LEHIGH VALLEY RAILROAD.

PASSENGER TRAINS leave foot Cortlandt and Desbrosses sts. as follows:
7 a. m. for Slatington and intermediate points.
8 a. m. for Geneva, Lyons, Elmira, Rochester, Buffalo and the West, and principal local points. Chair car to Lyons and Puilman car to Suspension Bridge.
11 a. m. for L. and B. Junction and intermediate points. Chair car to Mauch Chunk.
1 p. m. for Tunkhannock and intermediate points. Chair car to Tunkhannock. Connection to Reading and Harrisburg. Harrisburg.

3:40 p. m. for Eimira and principal intermediate points.

Chair car to Wilkesbarre and Pullman sieepers to Suspension Bridge.

4:40 p. m. for Statington and Intermediate points.

4:40 p. m. for Statington and Intermediate points.

5:40 p. m. for Mauch Chunk and intermediate points.

Connection to Reading and Harrisburg.

7 p. m. for Geneva, Lyons, Elmira, Rochester, Buffalo and the West. Fullman sleepers to Lyons and Suspension Bridge. Bridge.

Trains leaving at S a. m., 11 a. m., 1 p. m. and 3:s
p. m. connect for all points in Mahanoy and Hazleto
coal regions.

SUNDAY TRAINS.

SUNDAY TRAINS.
So. m. for Mauch Chunk, Hazleton and intermediate points; and 11 a. m. to Shenandoah and intermediate points 5:40 p. m. for Mauch Chunk and intermediate points 7 p. m. for Geneva, Lyons, Elmira, Rochester, Buffald and the West. Pullman sleeper to Lyons and Suspension

REAL ESTATE.

BUSINESS AT THE EXCHANGE:

The only sale of real estate at the Exchange yester day was that of No. 65 East Seventy-ninth-st., a four-story stone dwelling on lot 13.4x102. After considerable bidding, it sold for \$21,300 to M. G. Lowenstein. The only other sale was that of mining rights and property at Santa Eulalia, in the State of Chinahua, Mexico, which sold for \$100,000 to J. W. Shaw and C. T. Barney. The same party took the tools, live stock, etc., for \$50,000.

New-York, Tuesday, Dec. 24. The following sale was made at the Exchange and Auction Room to-day:

"New York & Chicago Limited."

In connection, with the Lake Shore and "Big Foun" in connection with the Lake Shore and "Big Foun" in connection with the Lake Shore and "Big Foun" in connection with the Lake Shore and "Big Foun" in Contribute the route of the "Southwestern Limited"

"Southwestern Limited"

"OFFICIAL REAL ESTATE TRANSFERS—N. Y. CITY.

(Bincinnati, Indianapolis and St. Louis.

It is also the

DIRECT Line TO NIAGARA FALLS,

And with the Michigan Central R.R. forms

"The Niagara Falls Route"

BETWEEN THE EAST AND THE WEST.

All Trains arrive at and depart from

GRAND CENTRAL STATION,

Fourth Are, and forty-second St. New York.

On and after December 33, 1889.

Thins will leave New York as follows:

Largest and Finest Passarger Station in America, and Largest and Montreal, Express, Wagner Largest Company of Passarger Station in America, and Largest Largest Company of Passarger Station in America, and Largest Largest Company of Passarger Station in America, and Largest Largest Company of Passarger Station in America, and Largest Largest Company of Passarger Station in America, and Largest Largest Company of Passarger Station in America, and Largest Largest Company of Passarger Station in America, and Largest Largest Company of Passarger Station in America, and Largest Largest Company of Passarger Station and Compa

RECORDED MORTGAGES.

Bingham, Mary N, to A A Bonner, s s 52d-st, w 5th-ave. 1 year, \$5,000.

Brady, Ann et al, to E Shearwood, lot 41, map Claremont, 3 years, \$400.

Barretto, G M. to A Montant, Mott-ave, adjoining land H L Morris, 1148-4000 parts, 3 years, \$5,000.

Bell. Wm R. to I Lioman and another, s s 135th-st, w 5th-ave, I year, \$3,000.

Same to J M Bank, same property, 2 years, \$1,000.

Same to Maria Bank, same property, 2 years, \$1,600.

Beaudet, John, to C Lichman, n e cor 7th-ave and 119th-st, 5 months, \$1,500.

Cooper, Win S, to A J Sire, s s Washington Place, w 6th-ave, installs, \$2,500.

Conlan, James, to Thos B Tappen, e s Willis-ave, a

THE FAST WESTERN EXPRESS-MOST POPULAR and Bayard.st, demand, 86,650.
Howe, Budget, to W H Sage, lot 105, map Powell
Farm, 3 years, \$1,500.
Hawkes, Henry, to the Bradley & Currier Co, s a
143d-st, e Sthawe, I year, \$2,000.
Same to J W Haaren, same property (2), I year, \$8,000,
Johnson, Geo F, to A E Payne, s s 20th.st, w Sthawe,
2 years, \$4,000.
Jennett, Thomas, to the Emigrant Industrial Savings
Bank, n s 104th.st, e Riverside Drive, I year, \$15,000.
Kitoi, Ernestine, to M Newman, 90 Essex-st, 3 years,
\$3,500.

wagner drawing-room car through to Pittsheld without change:

3r20 P M. Cast Pittsheld and North Adams Special. The chire train, including elegant Wagner drawing-room cars, runs through to Pittsheld without change. Fast time. Superior service.

Tickets and space in drawing-room and sleeping cars on sale at Grand Central Station, 1/413, 785 and 942 Broadway, 12 Park Place, 68 West 125th-st., and 138th-st. station, New-York; 333 Washington-st., 726 Fulton-st., and 388 Bedfordave, E. D., Brooklyn.

Westrott's Express calls for and checks baggage from hotels and residences through to destination.

\*Run daily. Others daily except Sundays.

\*Stone at 185th-st station to take on passengers for the North and West.

JOHN M. TOUCEY, GEORGE H. DANIELS, General Superinendent. General Passenger Agent.

\*CENTRAL RAILROAD OF NEW-JERSEY, FOOT OF LIBERTY-ST., NORTH RIVER.

\*\*CENTRAL RAILROAD OF NEW-JERSEY, FOOT OF LIBERTY-ST., NORTH RIVER.\*\*

\*\*CENTRAL RAILROAD OF NEW-JERSEY, FOOT OF LIBERTY-ST., NORTH RIVER.\*\*

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\*\*CENTRAL RAILROAD OF NEW-JERSEY, FOOT OF LIBERTY-ST., NORTH RIVER.\*\*

\*\*CENTRAL RAILROAD OF NEW-JERSEY, FOOT OF LIBERTY-ST., NORTH RIVER.\*\*

\*\*CENTRAL RAILROAD OF NEW-JERSEY, FOOT OF LIBERY RIVER.\*\*

\*\*CENTRAL RAILROAD OF NEW-JERSEY, FOOT OF LIBERTY RIV

ave and 193d-st. 1 year, \$92,500.

Same to same, same property, layear, \$45,500.

Skillman, Edward, to M. L. Niven, n. s. 123d-st, w. of.
3d-ave, due, \$8,000.

Wilson, Richard T. to the Seamen's Bank for Savings,
Nos. 31 Broadway and 69 New-st. 3 years, \$90,000.

Weeks, Margaret F, to I. N. Hebberd, w. s. Grant-ave,
s. of Central-ave, 1 year, \$125.

Weinhandler, Solomon, to Antony Wallach, s. w. e.
Hester-st, n. w. of Norfolk-st, 3 years, \$15,000.

Wiggins, James T, to J. Delmar, No. 251 West 42d-st,
1 year, \$2,000.

PORTER & CO., 77 East 125th-at.

A .- HOUSES AND FLATS to let in all locations; low A. ronts. PORTER & CO., 77 East ROUN-S.

A DVERTISEMENTS FOR THE NEW-YORK
TRIBUNE WILL BE RECEIVED AT THE
UPTOWN OFFICES No. 1,238 Broadway, corner Thirty
Instst, until 9 p. m.: 950 Broadway, between Twontysecond and Twenty-third sts. until 8 p. m.; 270 West
Twenty-third-st., corner Eighth-ave, 152 Stxth-ave,
153 Fourth-ave, corner Fourteenth-st; 760 Third-ave,
corner Forty-eventh-st.; 1,026 Third-ave, near Sixtyfirst-st.; 1,768 First-ave,: 106 West Forty-econd-st.;
Ninth-ave, and Sixty-eighth-st. and 69 Liberty-st, and
the HARLEM OFFICE. 180 East One-hundred-andtwenty-fifth-st. up to 8 p. m., at regular office rates.

TO LEASE corner of Prince and Sullivan sts. 503106; TO LEASE, corner of Prince and Sullivan sta. 50x100:

RULAND & WHITING, 5 Bookman at. Brookinn Property for Sale.

For other real estate ads, see 5th page

Apartments Co Let

No. 1048 FIFTH-AVE.,

SAN CARLO,

Broadway and 31st-st., New and elegant absolutely fire-proof building for fami-s and bachelors; steam heat, electric light, and sanitary j. ROMAINE BROWN, 59 WEST 33d-st.

Cotels.

HOTEL ALBERT,

11th-st, between Breadway and 5th-ave.

ocation contral; ideal dreproof building; suless or two is

ix rooms, elegantly furnished; cuisine and service unause
assed; terms favorable for winter.

ROBERT J. BRADY, Manager.

THREE SUITES TO RENT AT REASONABLE RATES,

THE ROOK OF CPEN-AIR SPORTS, octave, pages. Illustrated. The standard authority American open-air amusements. Rules for saling, swings, ball playing, shooting, horseback riding, &c., &c., full. \$1 per copy. Published by The Tribune, New-Youth Complianated by the British and universality complianated by the British and British

Schools and Desiness. W. F. CHASE. I. West Southern Street, State of the Classical departments. M. M. HOBBY, W. L. AKIN, N. C. HENDRICKSON, Principals.

WIST END SCHOOL, 113 West 71st-st., opens Oct. 1.
A collegiate school for boys: military drill; new symmatum. CHESTER L. NALDSON, A. M.

The Land of the Laly and the Rose.

HAMILTON HOTEL

OPEN FROM DECEMBER UNTIL MAY.

irculars.

WALTER AIKEN, Proprietor, Hamilton, Bermuda, Until Jan. 1, address at Franklin Fails, N. H.

The range of prices and the total dealings were as follows: Refined quotations unchanged at 7.50 cents per gallon in barrels and 9.70 cents in cases. Foreign quotations—Antwerp, 17 5-20-217-3-4 francs; Bremen, 7.30 marks; London, 6261-16 pence.

Baitimore, Dec. 24.—Cotton quiet and easier; middling, 164-2104c. Flour dull; Howard-st, and Western super, 82 25-352 75; do do extra, 82 90-38 60; do do family, 83 90-38 40; (dt y mills, Rio brands, extra, 84 37-38 50; sold extra, 84 80-38 90; spring do do, 85-35 25; do do straight, 84 25-38 175; do do extra, 83 80-38; Wheat Southern dull; Fully, 73-365; do do extra, 83 80-38;

Opening, Highest, Lowest, Closing 77<sup>1</sup>/<sub>2</sub> 77<sup>3</sup>/<sub>4</sub> 77<sup>3</sup>/<sub>2</sub> 77<sup>3</sup>/<sub>4</sub> 78<sup>3</sup> 78<sup>3</sup> 77<sup>3</sup>/<sub>4</sub> 78<sup>3</sup>/<sub>4</sub> 82<sup>3</sup>/<sub>8</sub> 82<sup>3</sup>/<sub>8</sub> 82<sup>4</sup>/<sub>8</sub> 82<sup>4</sup>/<sub>8</sub> 77% 77% 77% 77% 78 77% 78 82% 82% 82% CORN NO. 2. OATS NO. 2. 2012 2013 MESS PORE, PER BEL. 

ish. Toledo, Dec. 24.—Wheat dull, steady; cash and Dember, 81e; May, 85e. Corn dull; cash, 32e; May, c. Oats quiet; cash, 225e. Cloverseed steady; cash, crember and fanuary, 43.50; February, 83.52; Reints—Wheat, 6.914 bush; corn, 55.598 bush; cats, 644 sh; cloverseed, 502 bags. Shipments—Wheat, 8.108 sh; corn, 3.300 bush; cats, 2,600 bush; rgc, 2,653 bush; verseed, 226 bags.

TRAINS HEATED BY STEAM AND ILLUMIN BY THE CELEBRATED PINTSCH GAS. HARD COAL ENGINES.

BALTO. & OA

FAIT EXPRESS TVA
PHILADELPHA
BALTIMORE,
WASHIN
CHIGAGO BALTO. & OHIO R. R.

NEW-YORK AND CHICAGO,

Epstein, Marks, to M Cohen, years, \$590.
Husted, Sabina E, to W J Studwell, n w cor Bowery, and Bayard-st, demand, \$6,650.
Howe, Budget, to W H Sage, lot 105, map Powell

S.500. Livingston, Maria, to J. R. Kernochan, a e cor Water and Market Silp. 2 years, \$10.000.

Lipman, Henry, to M. Well, excr., a e cor 19th-ave and 91st-st, 2 years, \$33.500.

McEntee, Ann E, to C A Peabody, jr, n s 115th-st, a of Lexington-ave, 1 year, \$1,000.

Martin, Caroline, to R A Lindeman, e s Morris-ave, n of 158d-st, 3 years, \$800.

Nayes, Mary D, to the Star Building and Loan Association, w s Jackson-ave, s of 165th-st, instalments, \$3,500.

Neus, Henry, to G G De Witt, b, trustee, a Mary

City Property for Sale. Near 125th-st., elegant 4-story brick and stone, 23x60, and extension; 15 rooms and 2 baths; handsomely decounted; \$60,000.

City Property Co Let.

BROOKLYN lots for saie, 100x200, on DeKsibeva, near Summer; very desirable for stores and fats: price moderate. RULAND & WHITING, 5 Beckman-st.

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